national waterways for movement of freight and passengers;

(b) if so, what are the names thereof;

(c) by when waterways transport is likely to be started on these rivers;

(d) whether Inland Waterways Authority of India 'has completed hydrographic survey and techno-economic feasibility in these cases; and

(e) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRl RAJESH PILOT): (a) and (b) Yes, Sir. In addition to Ganga-Bhagirathi-Hooghly and Brahmaputra a few other waterways namely the Sunderbans West Coast Canal (Quilon-Cochin section), Go-davari Krishna, Narmada, Mahanadi Tapi, and rivers Mandovi, Zuari and Cumberjua canal have been identified for consideration for declaration as National Waterways.

(c) Certain stretches of the existing waterways are already navigable and movement of vessels has been taking, place.

(d) and (e) The details Of hydrographic survey and techno-economic studies on these waterways are given below:

Sl. No.	Waterways	Hydrographic Surveys	Techno-economic studies
1	Sunderbans	Partly completed	In progress
2	West Coast Canal (Quilon-Cochin Section)	Completed	Completed
3	Godavari	Completed	In progress
4	Krishna	lu progress	In progress
5	Narmada	1	
6	Mahanadi	The work on these waterways is not included in Vllth Plan.	
7	Tapi		
8	Rivers Mandovi, Zuari and Cumberjua canal	j	

Increase in flight frequency of Indian Airlines

*16. SHRI M. VINCENT: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to refer to answer to Starred Question 424 given in the Rajya Sabha on the 31st August, 1988 and state:

(a) what has been the percentage of increase in passenger traffic, increase in flight frequency and new extensions of flights by the Indian Airlines during last three years;

(b) what is the name of the State which tiad the maximum flight frequency added and extensions of flights added during the ast three years; and

(c) whether considering th$_e$ increase in the traffic the Airlines have added more aircraft in their fleet?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATTL): (a) During the years 1985-86, 1986-87 and 1987-88 the percentage increase in passenger traffic of Indian Airlines was 7.3, 8.2 and 5.7. respectively. During this period, Indian Airlines added three new stations viz. Car Nicobar Singapore and Calicut to its network. A statement showing increase in frequencies and route changes of Indian Airlines flights is laid on the Table of the Sabha *(See* below).

(b) To meet increased demand, Indian Airlines deployed its additional capacity between city pairs, resulting in maximum increase of frequencies to and from tbe four metropolitan cities. Since tbe maximum traffic flow was to and fitom Bombay from all parts of the country, the increase Of frequencies was highest in Maharashtra.

(c) Yes, Sir.

Statement

Increase in tight frequency of I.A. and Change of routes during the past three years

SI. No.	Routing	Frequency/ week	Frequency/ week	Routing Change, if any
1	2	3	4	
1	Bombay/Ahmedabad/Srinagar	2 B-737	2 B-737	Bombay/Ahmedabad/Amritsar/ Srinagar
2	Bombay/Ahmedabad/Patna/ Calcutta	3 B-737	3 B-737	Calcutta/Bhubaneshwar/ Nagpur/Bombay
3	Calcutta/Bhubaneswar/Nagpur / Bombay	3 B-737	1 B-737 2 B-737	Bombay/Nagpur/Bhubanesh-war and return
4	Delhi/Lucknow/Gorakhpur/ Patna Delhi/Lucknow/Allahabad/ Patna	4 B-737 3 B-737	3 B-737 5 B-737 B-737	Delhi /Lucknow/Gorakhpur and return Delhi/Allahabad/Varanasi/ Patna/Allahabad/Delhi
5	Delhi/Jucknow/Kanpur/Delhi	7 B-737	5 B-737 2 B-737	Delhi/Lucknow/Kanpur/Delhi Delhi[Kanpur/Allahabad/ Delhi.
6	Hyderabad/Pune/Ahmedabad	2 B-737	2 B-737	
7	Bombay/Ahmedabad/Kanpur Calcutta	3 B-737	3 B-737	
8	Bombay/Jaipur/Agra	6 B-737	6 B-737	
9	Delhi/Guwahati 10 Delhi/Raipur/Bhubaneshwar	7 B-737 7 B-737	7 B-737 5 B-737 2 B-737	Delhi/patna/Guwahat/ Delhi/Raipur/Bhubaneshwar Calcutta Delhi/Varanasi/Bhubaneshwar
11	Bangalore/Trivandrum/ Bangalore	7 HS-748	5 B-737 2 B-737	Madras/Bangalore/Trivandrum Hydrra bad/Bangalore/ Trivandrum
12	Calcutta/Guwahati/Dimapur	1 B-737	1 B-737	
13	Delhi/Clcutta/Dhaka	1 B-737	1 B-737	

1		2	3	4
14	Delhi/Jammu	1 B-737	2 B-737	
15	Delhi/ Ahmeda bad/Vadodara/ Delhi	4 B-737	7 B-737	
16	Delhi/Srinagar	14 Airbus	14 Airbus 2 B-737	
17	Delhi/Madras	14 Airbus (via Hyd.)	14 Airbus 7 B-737	Via Hyderabad Non-stop
18	Bombay/Coimbatore/Bombay	6 B-737	9 B-737	
19	Madras/Bangalore/Coimbatore	6 B-737	7 B-737	
20	Bombay/Hydra bad	7 Airbus 2 B-737	14 Airbus	
21	Calcutta/Bangkok	2 B-737	3 B-737	
22	Calcutta/Tezpur/Jorhat	7F-27	7 B-737	Calcutta/Guwahati/Tezpur/ Jorhat/Guwahati/Calcutta
23	Bombay/Goa	7 Airbus 7 B-737	12 Airbus	
24	Bombay/Vadodara	7 B-737 6 HS-745	13 B-737	
25	Bombay/Delhi	22 Airbus 7 B-737	5 Airbus	
26	Mangalore/Bangalore	7 HS-747	7 B-737	
27	Delhi/Goa/Cochin/Trivandrum	6 B-737	7 B-737	
28	Bombay/Aurangabad	7 B-737	7 B-737 5 HS-748	
29	Hydeiabad/Tirupati/ Hyderabad	4 HS-748	7 HS-748	
30	Calcutta/Vizag/Madras	4 B-737	6 B-737	
31	Calcutta/Agartala/Calcutta	13 B-737	14 B-737	
32	Delhi/Bhopal/Nagpur	7 B-737 (Delhi/ Nagpur)	4 B-737 3 B-737	Delhi/Bhopal/Nagpur and return DelhilBhopal/Nagpur/Delhi (Additional Capacity) Delhi/Bhopal/Delhi
33	Delhi/Chandigarh/Lehand return	2 B-737	2 B-737 2 B-737	Delhi/Leh/Delhi Chandigarh/Leh/Chandigart
34	Madras/Trichy/Trivandrum Madruai/Madras	7 B-737	11 B-737	Madras/Trichy/Madurai/Madras
35	Guwahati/Agartala/Guwahati	7 F-27	7 B-737	
36	Trivandrum/Male/Trivandrum	2 B-737	3 B-737	
37	Srinagar/Leh	3 B-737	5 B-737	

	1	2	3	4
38	Delhi/Varanasi (via Agra & Khajuraho)	7 B-737	7 B-737 5 B-737	Delhi/Allahabad/Varanasi/Patna/ Allahabad/Delhi
			2 B-737	Delhi/Varanasi/Bhubneshwar
39	Bangalore/Goa	7 HS-748	7 HS-748 2 HS-748	Bangalore/Belgaum/Goa/ Bangalore
40	Madras/Port Blair	3 B-737	4 B-737	
41	Bombay/Karachi	3 Airbus	4 Airbus	
42	Delhi/Karachi	2 B-737	3 B-737	
43	Bombay/Udaipur (on Bombay/Aurangabad/ Udaipur/Jodhpur/Jaipur/ Delhi service)	7 B-737	7 B-737 4 B-737	Bombay/ Udaipur/Bombay

Over-worked and fatigued Boeing 737 aircraft

*17. PROF. C. LAKSHMANNA: Will the Minister of CIVIL AVIATION AND TOURISM be pleased to state:

(a) whether it is a fact that most of the Boeing 737 aircraft purchased in 1970 have developed technical problems and suffer from over-work and fatigue;

(b) whether it is also a fact that this batch of aircraft have met with several accidents and near accidents during the last six months;

(c) if so, what are the details in this regard; and

(d) what steps are proposed to be taken to reduce the increasing number of accidents as a result of the operation of these Boeing aircraf?

THE MINISTER OF STATE OF THE MINISTRY OF CIVIL AVIATION AND TOURISM (SHRI SHIVRAJ PATIL): (a) No, Sir.

(b) There have been only *two* accidents during the last six months.

(c) Indian Airlines B-737 aircraft VT-EAI operating scheduled service IC-422 Srinagar-Delhl via Jammu and Chandigarh was involved In an accident during landing at Indira Gandhi International Airport on 19-6-88. The aircraft landed! in wheels up condition. The aircraft sustained substantial damage. All the occupants escaped unhurt.

Indian Airlines B-737 aircraft VT-EAH was operating a scheduled flight IC-113 Bombay-Ahmedabad on 19-10-88. There were 135 persons were on board the aircraft and 130 died in the crash.

(d) Administrative action has been initiated to review training, maintenance and safety aspects. The Courts of Inquiry have been set up to investigate into these accidents. Based on their findings and recommendations further action would be taken.

"18. [Transferred to the 15th November, 1988]

Official level discussion for P.M's visit to China

*19. SHRI B. SATYANARAYAN REDDY:

SHRI SURESH PACHOURI:

Will the Minister of EXTERNAL AFFAIRS be pleased to state:

(a) whether a high level Indian official delegation, led by the Foreign Secretary, Mr. K. P. S. Menon, visited China and had